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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		REPORT	
COUNTRY USSR	DATE DISTRIBUTED		50X1
SUBJECT Road Data - Kalush, Galich, Rogatin & Vicinity		NO. OF PAGES 2	NO. OF ENCL. 1
		SUPPLEMENT TO REPORT #	
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THIS IS UNEVALUATED INFORMATION

1. A loose-surfaced, all-weather, gravel, graded road (No 903 on legend) ran from Kalush north northwest to Stry (Stryj) and another loose-surfaced, all-weather, gravel, graded road (No 903 on legend) ran from Kalush northeast to Rogatin (Rohatyn). This same type of a loose-surfaced, all-weather road (No 903 on legend) ran from Kalush east north-east to Galich (Halics) then ran from Galich northward to Rogatin and southward to Stanislaw (Stanislawow). Another loose-surfaced, all-weather, gravel, graded road (No 903 on legend) ran from Kalush south southwest to Dolina.
2. All the above roads were over eight meters wide. The subbase of the roads consisted of sand-loam. The base of the roads was of crushed rock. The top layer consisted of crushed stones surfaced with sand.
3. The terrain through which these all-weather roads ran was hilly. The roads were crowned and shallow drainage ditches ran along both sides of the road. The roads were designed for heavy usage. German and Soviet tanks weighing approximately 30 to 35 tons as well as other types of military vehicles travelled these roads. Piles of stones and gravel were located along the roads and were used in repairing and resurfacing the roads by assigned work crews. The stones, gravel and sand for the roads came from the Dnestr and Lomitsa Rivers.
4. A loose-surfaced, all-weather road (No 909 on legend) ran from Kalush westward to Kadobna and from Veshkhnya west and southwest. This same type of a road (No 909 on legend) ran in the vicinity of Bednaruv. Kadobna is located approximately 12 kilometers west of Kalush. Bednaruv is located approximately 14 kilometers east of Kalush.
5. The loose-surfaced, all-weather roads were approximately five meters wide. The roads were not constructed for heavy usage but heavy vehicles traveled them. The subbase of the roads consisted of crushed rock. The top layer was of crushed stones surfaced with sand. The roads were crowned for easy drainage. A shoulder ran along both sides of the road.
6. A number of loose-surfaced, dry-weather, gravel, and sand-type roads (No 935 on legend) ran in the vicinity of Babyn, Polovodny, Partovtes

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and Buchow. These were located east, northeast, and north of Kalush.

7 The dirt roads were approximately five meters wide. The dirt roads were not crowned but did have drainage ditches running alongside the roads. The terrain through which the dirt roads ran was hilly and rocky.

8 A number of cart tracks (No 944 on legend) ran in the same vicinity as the dirt roads. The cart tracks were unmaintained and they were from two to three meters wide. The cart tracks were used for short cuts and for inter-village communication. From time to time the farmers and villagers would repair and resurface the cart tracks.

[On file in CIA Map Library is an Eastern Europe map, scale 1:250,000, AMS Series #501, SM 35-7, Lvov, Poland, indicating the various roads with legend UNCLASSIFIED]

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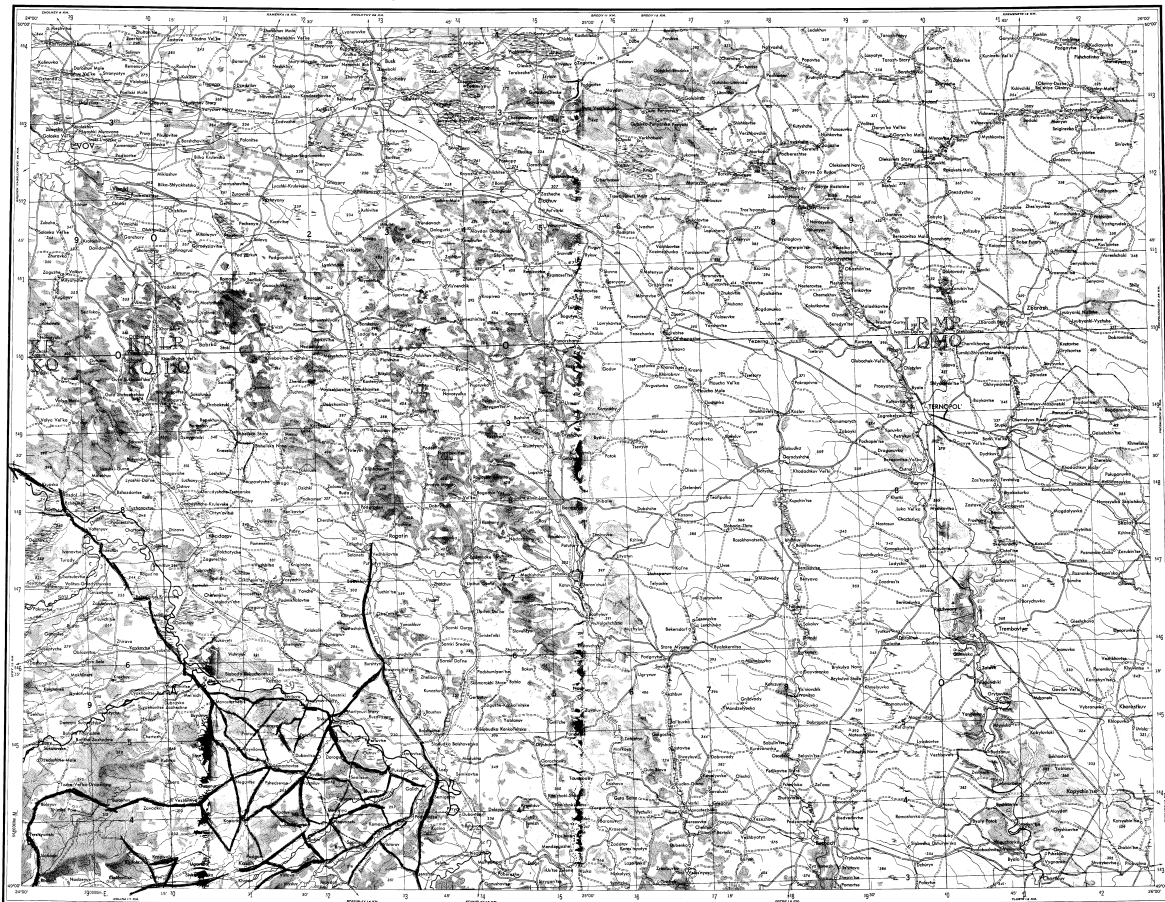
EASTERN EUROPE 1:250,000

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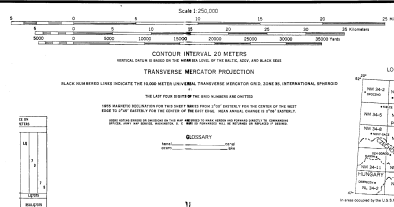
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EDITION 3-AMS

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Scale of Map (Fig. 1:250,000)
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L'VOV POLAND

